IN THE CLAIMS:

Please amend claims 1, 4, 5 as shown below, in which deleted terms are indicated by double brackets and/or strike through, and added terms are indicated by underscoring. Also, please add new claim 6 as shown below. This listing of the claims will replace all prior versions, and listings, of claims in the application:

1. (Currently amended) A lubricating system for a 4-cycle engine in which a side cover defining a first valve-operating chamber is bonded to one side of a crankcase defining a crank chamber which accommodates a crank portion of a crankshaft; a head cover defining a second valve-operating chamber leading to the first valve-operating chamber is bonded to a head portion of a cylinder block connected to the crankcase; and a valve-operating mechanism is accommodated in a region extending from the first valve-operating chamber to the second valve-operating chamber,

wherein oil reservoir chambers for storing [[a ]]lubricating oil up to a level higher than a journal portion of the crankshaft are defined by recesses formed in the crankcase and the side cover to surround the crank chamber and the first valve-operating chamber; oil supply passages are provided in the crankshaft to permit a portion of each of the oil reservoir chambers below an oil surface therein to communicate with the crank chamber so that the oil passed through the oil supply passages can be scattered to produce an oil mist; the crank chamber is put into communication with the first valve-operating chamber through a one-way valve which is adapted to be opened only when the pressure in the crank chamber is raised; a recovery bore which opens into a bottom of the first valve-operating chamber or the second valve-operating chamber for recovering liquefied oil is put into communication with a portion of each of the oil reservoir

chambers above the oil surface; and a breather chamber is put into communication with an upper portion of the second valve-operating chamber.

2. (Original) A lubricating system for a 4-cycle engine according to claim 1, wherein a check valve adapted to be opened upon a reduction in pressure in the crank chamber is incorporated in at least one of the oil supply passages.

3. (Original) A lubricating system for a 4-cycle engine according to claim 1, wherein the oil supply passages in the crankshaft are put into communication with a portion of each of the oil reservoir chambers below the oil surface through a bent communication passage having an intermediate portion disposed in a bent shape above the oil surface of each of the oil reservoir chambers.

4. (Currently amended) A lubricating system for a 4-cycle engine according to claim 1, wherein said oil reservoir chambers comprise a first oil reservoir chamber [[is]] formed in the crankcase to surround the crank chamber, and a second oil reservoir chamber [[is]] formed between the crankcase and the side cover bonded to one side of the crankcase to define the valve-operating chamber which accommodates the valve-operating mechanism; the first and second oil reservoir chambers being in communication with each other.

5. (Currently amended) A lubricating system for a 4-cycle engine according to claim 4, wherein the crankcase is comprised of first and second case halves bonded at their bonded

surfaces perpendicular to an axis of the crankshaft; said recessed defining said first oil reservoir chamber ~~is formed by recesses~~ are formed in the bonded surfaces of the first and second case halves to surround the crank chamber; said recesses defining said second oil reservoir chamber ~~is formed by recesses~~ are formed in bonded surfaces of the second case half and the side cover bonded to an outer side of the second case half to surround the valve-operating chamber; and a through-bore permitting the communication between said first and second oil reservoir chambers is provided in the second case half.

6. (New) A lubricating system for a 4-cycle engine according to claim 1, wherein the oil mist is produced by centrifugal force when the scattered oil leaves the rotating crankshaft.